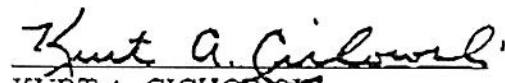


ACTION OF THE CONVENING AUTHORITY

The Addendum to the report of the Accident Investigation Board, conducted under the provisions of Air Force Instruction 51-503, that investigated the 9 April 2010 mishap in Afghanistan involving an CV-22B, T/N 06-0031, assigned to the 8th Special Operations Squadron, Hurlburt Field, FL complies with CSAF's direction on 15 November 2010 and with applicable regulatory and statutory guidance and on that basis is approved with comment.

I find the preponderance of the evidence in this report does not support a determination of engine power loss as a substantially contributing factor. I assess the indications of engine power loss hypothesized in this report do not rise to the greater weight of credible evidence, based upon the following justification: (1) no crew discussions, or computer generated voice warnings, of an aircraft malfunction were audible prior to impact; (2) the probability of an engine failure, less than two seconds prior to impact, was assessed as being highly remote; (3) Rolls-Royce determined the recovered left engine was operating at time of impact; (4) PMA-275's, the CV-22 Joint Program Office (JPO), analysis indicated "a single engine failure was unlikely;" and, (5) this Addendum's reassessment of mishap aircraft speed at initial impact as 80 knots ground speed at time of impact, with a purported, corresponding low prop-rotor RPM, fails to reconcile how engine power loss co-exists with the other nine substantially contributing factors determined by this report, at the preponderance of evidence standard.


KURT A. CICHOWSKI
Lieutenant General, USAF
Convening Authority

23 Nov 2010
Date